

# The China Mail.

Established February, 1845.

Vol. XLIII. No. 7446.

號九廿月六年七十八百八千一英

HONGKONG, WEDNESDAY, JUNE 20, 1887.

日九初月五年亥

PRICE, \$2 PER MONTH.

## Shipping.

### Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE.

The Co.'s Steamship

*Bontem*, Captain SCHOLEN, will be despatched above on FRIDAY, the 1st July, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1887. 1219

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship

*Thibet*, with leave for the above

places on FRIDAY, the 1st July, at 4 p.m.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 20, 1887. 1166

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI.

(Taking Cargo and Passenger through rates for CHEFOO, TIENSIN, NEW CHIWANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

*Kutang*, Captain JACKSON, will be despatched as above on

FRIDAY, the 1st July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, June 28, 1887. 1220

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

*Tasung*, Captain DAVIES, will be despatched as above on

SATURDAY, the 2nd July, at 3 p.m.

This Steamer has superior First-class

Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, June 25, 1887. 1210

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

*Melbourne*, Commandant de la Marcellle, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. de CHAMPEAUX, Agent.

Hongkong, June 27, 1887. 1217

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

*Volga*, Commandant BEVILAKUA,

will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.

G. de CHAMPEAUX, Agent.

Hongkong, June 27, 1887. 1218

### Sailing Vessels.

FOR SAN FRANCISCO.

The 3.3 L.I.L. American Ship

*Great Admirel*,

*Rowell*, Master, will load here

of the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, June 20, 1887. 1163

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

*Amour*, Captain R. KIRLER, will be despatched for the above Port on THURSDAY, the 30th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, June 27, 1887. 1218

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

*Volga*, Commandant BEVILAKUA,

will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.

G. de CHAMPEAUX, Agent.

Hongkong, June 27, 1887. 1218

### NOTICE.

FOR SAN FRANCISCO.

The 4.1 British Barque

*E. J. Spence*,

*Gutz*, Master, will load here

of the above Port, and will have quick despatch.

For Freight, apply to

GONSALVES & Co.

Hongkong, June 22, 1887. 1169

### NOTICE.

FOR NEW YORK.

The 3.3 L.I.L. British Barque

*Autonette*,

Captain RUNJE, will load here

of the above Port, and will have quick despatch.

For Freight, apply to

SIEMSEN & Co.

Hongkong, May 31, 1887. 1043

## Intimations.

### DENTISTRY.

FIRST CLASS WORKMANSHIP.

Moderate Fees.

MR. WONG TAI-FONG.

Surgeon Dentist,

(Formerly ARTICLED APPRENTICE and LAT-

TERLY ASSISTANT to Dr. ROGERS.)

AT the urgent request of his European

and American patients and friends,

has TAKEN THE OFFICE formerly occu-

pied by Dr. ROGERS,

No. 2, DUDDLELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Soie Address

2, DUDDLELL STREET,

(Next to the New Oriental Bank.)

Wongkong, January 12, 1887. 66

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR

QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been re-

ceived from F. W. CROSS, Esq., Manager,

HONGKONG and CHINA COMPANIES,

LIMITED:

I have herewith much pleasure in testi-

fying to the quality of the FIRE BRICKS as

made by you at your works.

In appearance the Brick is light and soft

as compared with the ordinary Fire Brick

used in the Colony, but this I may say is

characteristic of the best English Fire

Brick.

After a very severe test I have no hesi-

tation in saying that this Brick is admirably

suited to resist any degree of heat that it

may be likely to undergo and for all pur-

poses that Fire Bricks are used for.

I am now about to build them into one

of my Furnaces and have no doubt of their

being able to stand as well as the English

Fire Bricks I have been using.

Hongkong, May 23, 1887. 981

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Capital, \$7,500,000  
Reserve Fund, \$4,500,000  
Live Liability of Proprietary, \$7,500,000

Interest Allowed.

Current Deposit Account at the rate of

2 per cent. per annum on the daily

balance.

Fixed Deposits:-

or 3 months, 3 per cent. per annum.

4 " 4 per cent. "

12 " 5 per cent. "

Local Bills Discounted.

edit granted on approved Securities,

every description of Banking and

large business transacted.

edit granted on London, and the

Commercial places in Europe, India,

America, China and Japan.

JOHN WALTER,

Acting Chief Manager.

Hongkong, May 27, 1887. 363

## Notices of Firms.

THE Company is hereby given that the Busi-

nesses of GENERAL STORE-KEEPERS and

SHIPMENT AGENTS previously carried on

abroad, in the Empire of China, under

the firm of HOK LEE HONG &

TUNG AA KUO, were DISSOLVED on

the 1st day of January, 1887, and the Re-

# THE CHINA MAIL

No. 7446.—JUNE 29, 1887.

## Mail

NORDEUTSCHE LLOYD.

### NOTICE

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID, TRIESTE,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANTE, BLACK  
SEA & BALTO PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

*N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
Russia.*

SHIPPING ORDERS WILL BE GRANTED UNTIL  
NOON, CARD WILL BE RECEIVED ON BOARD  
UNTIL 4 P.M., SPACES AND PARCELS UNTIL 3  
P.M. ON THE 6TH JULY. (PARCELS ARE  
TO GO TO PORT OF CALL; THEY MUST BE  
LEFT AT THE AGENT'S OFFICE). CANTONS AND  
VALUE OF PACKAGES ARE REQUIRED.

THE STEAMER HAS SPLENDID ACCOMMODATION  
AND CARRIES A DOCTOR AND STOWAWAYS.

FOR FURTHER PARTICULARS, APPLY TO  
MELLCHERS & CO.,  
Agents.

## INSURANCES.

LANCASHIRE INSURANCE  
COMPANY.  
(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
POLICIES against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hills of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARLIGER & CO.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

100.

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
*Dardanus*.

Captain PURDY, will be  
despatched as above TO-

MORROW, the 30th instant, at 10 a.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 29, 1887.

1200.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship  
*Haiyung*.

Captain ANTHONY, will be  
despatched for the above  
Ports on SATURDAY, the 2nd July, at  
noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, June 29, 1887.

1234.

FOR SWATOW, SINGAPORE AND  
BANGKOK.

THE SCOTTISH ORIENTAL STEA-  
MESH COMPANY, LIMITED.

The Company's Steamer  
*Pha Chia Chua Khao*.

Captain A. BENSON, will be  
despatched for the above  
Ports on SATURDAY, the 2nd July, at  
noon.

For Freight or Passage, apply to

YUEN FAT HONG,  
Agents.

Hongkong, June 29, 1887.

1235.

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship  
*Zafiro*.

Captain TALBOT, will be  
despatched for the above  
Ports on SATURDAY, the 2nd July, at  
4 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,  
General Managers.

Hongkong, June 29, 1887.

1233.

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEA-  
MESH COMPANY, LIMITED.

The Company's Steamer  
*Tadzhik*.

Captain J. NEWTON, will be  
despatched for the above  
Ports on SUNDAY, the 3rd July, at  
noon.

For Freight or Passage, apply to

YUEN FAT HONG,  
Agents.

Hongkong, June 29, 1887.

1236.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
*Decatur*.

Captain ASQUITH, will be  
despatched as above on

THURSDAY, the 7th July.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 29, 1887.

1230.

## To-day's Advertisements.

EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.

FOR SYDNEY, MELBOURNE AND  
ADELAIDE VIA FOOCHEW,  
(Calling at PORT DARWIN, and taking  
through cargo to NEW ZEALAND,  
TASMANIA, &c.)

The Steamship  
*Arie*,  
Captain ELLIS, will be  
despatched for the above  
Ports on WEDNESDAY, the 6th July, at  
daylight.

For Freight or Passage, apply to  
RUSSELL & CO.,  
Agents.

Hongkong, June 29, 1887.

1232.

FOR SANDAKAN.

The British Barque  
*Billy Simpson*,  
Captain BROWN, will be des-  
patched as above on WEDNES-  
DAY NEXT, the 6th Proximo, at Daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, June 29, 1887.

1231.

NOT Responsible for Debts.

Whether the Captain, the Agents, or  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ALLIE ROWE, Hawaiian brig, Captain J.  
Phillips.—WEILER & CO.

Tongue, British ship, Captain S. Davis.  
Order.

POST OFFICE NOTICES.

## POST OFFICE NOTICES.

MAILS will close:

For FOOCHEW, PORT DARWIN, SYDNEY, MELBOURNE, ADELAIDE, &c., &c., &c.

Per *Amoy*, from Foochow, Mr. George Smith and 49 Chinese.

Per *Dardanus*, from Shanghai, 17 Chinese.

Per *Amoy*, from Tumon, &c., 23 Chinese.

Per *Tien-tsu*, from Swatow, 24 Chinese.

and 12 Chinese deck.

Per *Marie*, from Haiphong, 68 Chinese.

Per *Ningpo*, from Shanghai, Mr. George Smith and 49 Chinese.

Per *Dardanus*, from Shanghai, 17 Chinese.

Per *Amoy*, from Foochow, Mr. George Smith and 49 Chinese.

Per *Amoy*, from Foochow, Mr. George Smith and 49 Chinese.

Per *Amoy*, for Shanghai, 4 Europeans and 50 Chinese.

Per *Tien-tsu*, for Shanghai, 24 Chinese.

Per *Amoy*, for Swatow, 8 Chinese.

Per *Ningpo*, for Swatow, 400 Chinese.

Per *Decatur*, for Foochow, Mr. A. Rose and 2 children.

Per *Chow-ze*, for Shanghai, Mr. G. Burdin.

To DEPART.

Per *Zafiro*, for Amoy, 2 Europeans, and 14 Chinese.

Per *Dardanus*, for Singapore, 6 Europeans, and 12 Chinese.

Per *Amoy*, for Shanghai, 4 Europeans, and 50 Chinese.

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Per *Amoy*, for Shanghai, 4 Europeans, and 50 Chinese.

## THE CHINA MAIL.

A silk crop in the various districts is done well and most of the worms have already commenced spinning. Two boxes of Soya, silkworm (Sasahu), arrived on 14th instant at the office of Mr Shibusawa at Ichihama. The Japanese silk merchants favoured to obtain high figures to establish a price for other silks, but buyers did not meet them and the goods were sold. It is stated that two boxes of Soya silk (Kosho) are on their way to Ichihama, and they will be probably about same figure, \$670 to \$680.

Arrived to the Osaka Nippon Count Awa has lately sent in a memorial to the Minister of State, containing the following recommendations for the prosperity of his country. Some jealousy might be excited by the strict carrying-out of the first, but the last are very safe, and go to show that ruling class is in fond of platitude in China as in China.

—That names of Satsuma and Choshu should continue to govern the country, as they have shown themselves capable of upholding the glory of the Empire.

—That the finances should be economically administered, the experience of the Japanese being kept in view.

—That public entertainments should take place less frequently.

—That one foreign nation should not favour another, and that friendly relations with China ought to be cultivated.

—That the former laws and customs of the Empire should not be altogether lost in the desire for innovation.

—That learning should be encouraged.

The Japan Gazette says:—The Hon. Alfred Cooper, Postmaster General of Hongkong, has written to us concerning our recent structures on the conduct of the postal authorities in Kowloon in keeping the English mail for Ichihama, at their port for about a week after its arrival, although several Japanese steamers left Kobe for Yokohama during that time. Mr. Lister thinks we were too hasty in the Kowloon Post-Office and practically made men culpa. Such magnanimity on the part of this much-abused official should not pass unrecorded. He states that the Japanese postal authorities in all probability did not know that there were any mails for Ichihama on board the Abyssinia at all, and that the Captain landed his mail for Ichihama and said nothing about the other steamer. As Mr. Lister admits, this might have been provided against by the Hongkong office enclosing the mails for Yokohama and for Kobe, or notifying the Kowloon office that the mail was on board the Abyssinia, for failing to send it on. But it is clear that it never occurred to anyone in the Hongkong office that the pioneer ship would make more than the merest call at Ichihama. Mr. Lister regrets that the delay was not foreseen, but pleads that it is contending possible to think of everything.

In the annual report of the Liverpool Chamber of Commerce there is the following allusion to the subject of the proposed Chinese Postal Service:—Letters were recently addressed to this Chamber by the Shanghai General Chamber of Commerce respecting a change which the Chinese Government proposed to make in the postal system of the Treaty Ports. It was stated by the Chinese Postal Commissioner that the Chinese Government had resolved to extend the Customs Postal Service to all the Treaty Ports as a first step towards the establishment of a National Post Office.

As far as I am aware, the Municipal Council at Shanghai had to request the Postmaster-General of Japan had also been asked to make provisions for the extension of the Chinese Government, but the view taken was that until a National Postal System had been established by the Government of China for its own people the Chinese had not arrived to give up the Foreign Services. It was resolved, therefore, that the Foreign Governments and Chambers of Commerce likely to be interested should be informed of this view. Your Committee, finding that firms here trading with China were not prepared to express an opinion on the subject, have, so far as I am told, any action in the matter beyond presenting inquiries. The London Chamber, the most interesting, consulted, stated that it had not yet been able to ascertain, "in view of the importance of the Chinese Government being unable to carry out its proposal."

settled, the Naval Court of Enquiry was held at Ichihama on the 10th inst. at H. B. Hall, without a trial. Acting Consul, Lieut. Stovin, M. S. Constance, and Captain Dick, graduated from the British ship *Hilaria*, commanding the loss of the British barque *Satsuma*, which was wrecked on a reef of the coast of Liasiansky, about 800 miles from Vladivostok, on 31st March last; the captain and crew having been brought on to Yokohama from Guan, by the British schooner *Despatch*.

The reference made above to the China Fire Office is somewhat calculated to mislead, as there can be no doubt that the existing China Fire Company has shared,

with the Hongkong Fire Insurance Company, the prosperity which has generally attended such business since 1863.

It is not quite accurate to state that "the first China Fire Office was liquidated" in a moment of panic and confusion. That Office was established in 1864 for a period of five years, and was wound up on the expiration of that term, according to the terms of settlement. For four years the premium collected totalled Taels 451,990; and its losses during that time, owing to three or four heavy fires, amounted to Taels 317,924. But the best proof that could be offered that this form of business was not despised, is the immediate formation of the present China Fire Insurance Company, which, as every one knows, has been working hand-in-hand with the Hongkong Fire Company here and in China generally in increasing the safeguards against fire as well as in reaping the results of a legitimate fire business. The writer in the Chinese Times has also fallen into the error into which most people fall at the first mention of the Home competition—that the Home Offices have declared war on the Local Offices. Subsequent information would doubtless correct that impression, and the fact that negotiations are now going on here will show that the war-to-the-knife theory was a hasty conclusion made on this side of the line.

The Holy War in Asia is the heading of quite a number of newspaper articles just now. There is no holy war yet, and won't until the Amur of Afghanistan, through Austria, orders that the Master's certificate of the *Buffalo Courier*, No. 31,566, issued by the *China Mail* Trade, be for the neglect after examination, suspended for the period of six months from this day, and the second examination to avoid it in part, be returned to him.

## THE REGIMENT'S SWIMMING RACES.

The following is the result of the competitions held this afternoon:—

1st RACE.—4 LENGTHS. Open to Lance-Corporals and Privates under 4 years' service. First prize, \$4; second, \$2; third, \$1.

2nd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates between 4 and 8 years' service. First prize, \$4; second, \$2; third, \$1.

3rd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

4th RACE.—4 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal under 7 years' service. First prize, \$4; second, \$2; third, \$1.

5th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

6th RACE.—4 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal over 7 years' service. First prize, \$4; second, \$2; third, \$1.

7th RACE.—2 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal over 7 years' service. First prize, \$4; second, \$2; third, \$1.

8th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

9th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

10th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

11th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

12th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

13th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

14th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

15th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

16th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

17th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

18th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

19th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

20th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

21st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

22nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

23rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

24th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

25th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

26th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

27th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

28th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

29th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

30th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

31st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

32nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

33rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

34th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

35th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

36th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

37th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

38th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

39th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

40th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

41st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

42nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

43rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

44th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

45th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

46th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

47th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

48th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

49th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

50th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

51st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

52nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

53rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

54th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

55th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

56th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

57th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

58th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

59th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

60th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

61st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

62nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

63rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

64th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

65th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

66th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

67th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

68th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

69th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

70th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

71st RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

72nd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

73rd RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

74th RACE.—2 LENGTHS. Open to Lance-Corporals and Privates over 7 years' service. First prize, \$4; second, \$2; third, \$1.

75th RACE.—2 LENGTHS. Open to Lance-Corporals and Priv

## WRECK OF THE ODER.

## EXPERIENCE OF A PASSENGER.

The following interesting description of the wreck of the S. S. Oder was written by one of the passengers, under date 14 June, while on board the Cyclops (the rescuing boat) between Socotra and Aden, and was sent to the *London Observer*.

The Nord-Deutscher Lloyd's steamer Oder, of 3,088 tons, Captain Pfeiffer, left Colombo harbour at 10:40 a.m. on Tuesday, the 24th May, with a crew of 118, and 80 passengers in all, whom Messrs. A. G. Low, J. L. Fairweather, and G. W. Carlyon, M. R. Macmillan, and child, and Mr. Nicol, had joined, the ship having been chartered from the British Consulate at Colombo, and the steamer had sailed from the port of the East, British Somaliland, arriving at Aden, and was bound for the Gas Works at the port of Bombay, sailing an important constituent in Mr. Treacher (the Governor), Mr. Flint (Postmaster-General), and Mr. de Liss, a large landowner and friend, Mrs. Schmid (a Scotch lady), and Mrs. Fleischer, who had borne up gallantly all day, was so overcome by the gales, now that she became hysterical, and had to be treated with morphine. Poor lady! she was suffering badly from dropsy, which was seriously aggravated by the exertion she has had to go through, and she is now in a dying condition.

At 7 o'clock a boat with the first officer, 4 men, and 16 third-class passengers went off to the steamer, and in about three-quarters of an hour signals showed that she had safely arrived.

We were now pretty happy and tried the thumps of the breakers with confidence, thinking perhaps that the stronger the waves were, the more chance there was of getting off scot-free.

At 6 next morning everyone was sent off in a boat to the steamer to take off. In most cases these had to be abandoned, and the greater part of us lost just our bairnies and tooth-brushes.

The first boat took off all the ladies and children, and was soon clear of the breakers. Boat after boat followed quickly and safely away. When the last boat had left, there were still the Captain and about 20 of the crew on board.

To take these of the first officer with a crew and eight oars, men came back from the Cyclops (it was believed to be). They had a tremendous pull against the wind, waves and current, but was successful, and at 8 a.m. the last man borded the Cyclops.

The mails and two dogs of the Captain were also saved, a tame leopard on board was shot by the Captain, two flamingoes for H. R. El Prince Frederick Louis, which would have been given over to the cookery whilst first rather upset their delicate appetites. At night there was a small moon, and it was so jolly on deck that most of us turned in rather late.

At 3:40 a.m. on Monday a most unmitigating crashing sound brought everyone simultaneously from their bunks. The steamer was splendidly lit up throughout with electric light, so it took but half a second to be on deck and to realize the position to the extent of our being stranded fast on a rock close to land with a strong sea striking the vessel on the port quarter and large breakers and waves breaking the starboard. Whether the steamer would hold over or break up rapidly no one could say, but her steaming reassured most of us.

After saving the ladies and children, dressed and undressed, the men put on what they thought best for camping on a barren island, taking what sovereigns and valuables were handy. All the first-class passengers collected in the deck-house aft.

The conduct of all, especially ladies, was wonderfully calm, not a scream or show of excitement was heard or seen. Very soon we found that the water had cut out the engine fire, but the electric light still kept on much to our comfort. Then we heard that soundings showed about 24 fathoms all round, and that the steamer was around from stem to stern, so unless we were on the top of a hard rock our position did not appear immediately dangerous. The stews promptly brought cork jackets and then coffee and biscuits. Meantime of course the lifeboats were being got ready. Daylight came just as the electric light failed, and we could then see our position. We had struck at the east point of the island Socotra (Ras Drosset point) about 15 miles from land, between which and us the breakers were very bad; the steamer pointed nearly due north, and right ahead the sea appeared clear for boats, but on the starboard side there were rocks some 200 yards from the side of the steamer and the reef extended nearly a mile farther out. The seas which were washing over the quarter-deck all Monday, increased in violence, it is probable that all will be lost.

With a skylight S. W. wind, which veered to west at times, we had made 1,383 miles by noon on Sunday without any remarkable incident, only one sailor and a collar steamer were sighted in these days and hardly anything of interest occurred on board. On Sunday the wind freshened and we had the 'puke' south-west with a long swell. No rain fell and altogether it was delightful on deck. Everyone had got over the feeling of mal de mer and was in good spirits; the Cyclops men to be had got pretty well acclimated to German cookery whilst first rather upset their delicate appetites. At night there was a small moon, and it was so jolly on deck that most of us turned in rather late.

To say we were glad to be safely on board the Cyclops is to use a mild expression.

It is almost impossible to realize the unroughness of our steamer. Had we struck a few hundred yards further out the steamer would probably have been in pieces the same day, had we not been sighted by the Cyclops we should have been obliged to try a landing to-day, as owing to the tanks having been submerged there was barely one day's water supply for 171 souls on board!

Captain Nish and all the officers of the Cyclops are treating us with even kindness and hospitality and seem almost pleased to have us as guests, as we have been saved. The steamer's resources are limited and we hope to be sufficient to take us to Colombo, where we shall be brought to Aden, when we hope to proceed, after getting some additions to our wardrobe, by the first homeward-bound steamer.

The coast was carefully explored in the hope of some signs of missing men being visible, but nothing could be seen.

The Captain hopes to return to make a search for them and if possible to rescue our cargo. Most of the luggage was left piled along the side of the deck-house, and about the same which was washing over the quarter-deck all Monday, increased in violence, it is probable that all will be lost.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,  
Acting Superintendent.

P. & O. S. N. Co.'s Office,

June 20, 1887.

1168

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

1169

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, SUEZ,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID, MEDITERRANEAN AND BLACK  
SEAS, PORTS,  
MARSELLES, AND PORTS  
OF BRAZIL AND LA PLATA.

LONDON, BAYRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON THURSDAY, the 7th of July,  
1887, at Noon, the Company's S.S.  
TRAJADODDY, Com. Captain Lamont, with  
MAILS, PASSENGERS, SPEOLE  
and CARGO, will leave that Port for the  
above places.

Cargo and Specie will be registered  
at London as well as for Marseilles, and ex-  
cepted in transit through Marseilles for the  
principal places of Europe.

Baron Passans.—Passengers, who  
have paid full fare, embarking at San  
Francisco for China or Japan (one way)  
within six months, will be allowed a discount  
of 20% from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for oneself,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan  
to Europe.

Freight will be received on board until 4  
p.m., the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day as all Parcel Packages  
should be marked to address in full; value  
of same is required.

Cosular Invoices to accompany Cargo  
designed to ports beyond San Francisco  
should be sent to the Company's Office in  
Sealed Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight apply to the Agency of the  
Company, No. 504, Queen's Road Central.

G. D. HARMAN,  
Agent.

Hongkong, June 21, 1887.

1108

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,  
2,553 Tons Register, Prior Con-  
mander, will be despatched for VAN  
COUVER, B.C., via KOBE and YOKO-  
HAMA, on TUESDAY, the 12th July, at  
3 p.m.

To be followed by S.S. ABYSSINIA,  
on the 25th July, and S.S. PARTHIA,  
on the 19th August.

These steamers, formerly in the CUNARD  
Service, lately acquired New Engines and  
Boilers, and can maintain a speed at sea  
from 15 to 14 knots.

Connection will be made at Yokohama,  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY.

The attention of passengers is drawn to the fact that the Canadian Pacific  
Railway is the best built and most  
splendidly equipped line ever constructed  
on the American Continent, and specially  
adapted for Summer travelling.

Cosular Invoices for Goods to United  
States points should be made out in quin-  
quaginta, and addressed to Mr. D. E.  
Brown, Districl Agent, Vancouver,  
B.C., and sent to us.

Freight will be received on board until  
4 p.m. on the 11th July.

All Parcels must be sent to our Office  
and should be marked to address in full;

and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to:

ADAMSON, BELL & CO.,  
Agents.

Hongkong, June 28, 1887.

112

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES  
Reprinted from "The China Mail".

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the  
Office of THE PAPER,

Messrs. LAND, CHATFIELD & CO.,

Messrs. KELLY & WALTER'S

And Mr. W. BREWER'S

Price, 1/- 50 Cents.

## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SURY, PORT SAID,  
MALTA, MARSELLS, GIBRALTAR,  
BRINDISI, VENICE, TRIESTE,  
AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

V. H. C. L. — to be taken through Bills  
of Lading for BATAVIA, PERSIAN  
GULF, PORTS, MARSELLS,  
TRISTE, HAMBURG, NEW YORK  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
ANCONA, Captain J. P. HARVEY, with  
Her Majesty's Mail, will be despatched  
from this for LONDON direct via SUEZ  
CANAL, and usual Ports of Call, on  
THURSDAY, 30th June, at 4 p.m. Cargo  
will be received on board until 10 a.m.  
on the day of sailing.

PARCELS and Specie (Gold) at the Office  
until Noon on the day of sailing.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the  
Company's Black Bills of Lading.

Passenger's desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

E. L. WOODIN,  
Acting Superintendent.

P. & O. S. N. Co.'s Office,

June 20, 1887.

1168

## Merchant Vessels in Hongkong Harbour.

*Inclusion of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

## Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jenkins' Wharf.
3. From Jenkins' Wharf to the Harbour Master's Office.
4. From H. R. Bell & Co.'s Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellie's Island to North Point.

10. Kowloon Wharves.

11. Jenkins' Wharf.

12. AMoy.

In port on June 21, 1887.

13. MERCHANT STEAMERS.

Angora British

Dulcinea German

Fusilier British

Glenwhiel British

Holloway British

Igongban German

Leasing British

Memphire British

Nanking British

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM.

WATER.

WHAMPoa.

YOUNG LILITH No. 744

GENTS FOR THE CHIN.

TON — F. ALCAR, 11 & 12

Lombard Street, E. C.

SWEET & CO. 30, Cornhill

HIPPE & CO. 20, Walbro-

ok, Strand, E. C.

LENDENHALL Street, W. M. W.

WATER STREET, E.C.

# The China Spy.

Established February, 1845.

VOL. XLIII. No. 7446.

號九廿月六年七八百八千英

HONGKONG, WEDNESDAY, JUNE 29, 1887.

日九初月五年亥

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street; E. C. GEORGE STREET & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 180 & 184, Leadenhall Street, E.C. W. M. WILDE, 181, Cannon Street, E.C.  
PARIS AND EUROPE.—AMERI PRINCE CO., 26, Rue Lafayette, Paris.  
NEW YORK.—ANDREW WIND, 21, Park Row.  
SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.  
CEYLON.—W. M. SMITH & CO., The APOTHECARY CO., Colombo.  
SINGAPORE, STRAITS, &c.—SAVILLE & CO., Square, Singapore.  
CHINA.—MACAO E. A. DE CRUZ, Sociedad Querencia & Co., Amoy, N. Moche, Foochow, Hengchow & Co., Shanghai, LANE, CRAWFORD & CO. and KELLY & CO., Yokohama, LANE, CRAWFORD & CO. and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-OFF CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—M. GROTE, Esq.  
Deputy Chairman—C. D. BORTONLEY, Esq.  
Hon. J. BELL IRVING, Esq.  
W. H. DABY, Esq.  
H. L. DALEMPHINE, Esq.  
Hon. A. P. McEWEN,  
J. S. MORSE, Esq.  
H. HOPFUS, Esq.

CHIEF MANAGER.  
Hongkong,....THOMAS JACKSON, Esq.  
Acting Chief Manager—JOHN WALTER, Esq.  
MANAGER.  
Shanghai,....EVAN CAMBON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 3 per cent per annum on the daily balance.

Fixed Deposits:  
For 3 months, 3 per cent per annum.  
6 months, 4 per cent.  
12 months, 5 per cent.

LEGAL BILL DISCOUNTED.  
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Debts drafted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.  
Hongkong, May 27, 1887. 363

## NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors in that Pass-Book but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
JOHN WALTER,  
Acting Chief Manager,  
Hongkong, June 7, 1887. 754

## NOTICES OF FITTINGS.

NOTICE is hereby given that the BUSINESS OF GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & CO. by TIONG AH HOE and TAN KENG SING in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said TAN KENG SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & Co.,  
Foochow,  
Singapore, 17th May, 1887.

WITH Reference to the above, I, TIONG AH HOE, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & CO. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow as herefore by TAN KIM CHING, of Singapore, Merchant, and myself under the style of HOK LEE HONG & CO.; and that I, TIONG AH HOE, as his agent individually and also as a Partner in the said Firm to transact all matters connected with the Business of the Firm at Foochow.

TIONG AH HOE.

Hongkong, June 1, 1887. 1047

## Intimations.

### DENTISTRY.

#### FIRST CLASS WORKMANSHIP. MODERATE FEES.

#### MR. WONG TAI-FONG.

Formerly Artificial Apothecary and Laymen Assistant to Dr. ROGERS.

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDLE STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sold Addresses.

2, DUDDLE STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886. 66

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.  
PRICE, \$20 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:

"I have here with much pleasure to testify to the quality of the FIRE BRICKS as made by you at your new works.

"In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this may say is characteristic of the best English Fire Brick."

"After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

"I am now about to build them into one of my furnaces and have no doubt of their being able to stand as well as the English Fire Brick I have been using."

Hongkong, May 23, 1887. 981

HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 3 per cent per annum on the daily balance.

Fixed Deposits:  
For 3 months, 3 per cent per annum.  
6 months, 4 per cent.  
12 months, 5 per cent.

LEGAL BILL DISCOUNTED.  
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Debts drafted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.  
Hongkong, May 27, 1887. 363

## NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal.

Depositors in that Pass-Book but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
JOHN WALTER,  
Acting Chief Manager,  
Hongkong, June 7, 1887. 754

## NOTICE.

THE Undersigned are Sole Agents for the Sale of THE MONTSEERRAT LIME JUICE, AND THE MONTSEERRAT LIME JUICE CORDIALS.

A. S. WATSON & CO., Ltd.

Hongkong, May 3, 1887. 864

## NOW COMPLETE WITH SUPPLEMENT.

### A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

By DR. E. J. FITZEL.

Hongkong, August 25, 1885. 1458

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Hongkong, August 25, 1885. 1458

## NOTICE.

THE Undersigned are Requested for BUILDING CONDENSER, 1,200 feet long and a CHIMNEY 80 foot high at Tai Yu Shan, for THE TAI CHOW & TAI YU SHAN MINING COMPANY.

Full Particulars, Plans and Specifications on application at THE TAI INSURANCE OFFICE. Tenders will be Received up to Noon on the 10th JULY.

Hongkong, June 23, 1887. 1190

## NOTICE.

FOR the Convenience of Customers, the Productions of THE CHINA STEAM REVENUE COMPANY, LIMITED, can henceforward be obtained by RETAIL FOR CASH, at NO. 3, PEEL STREET, at the same prices as at the RETAILERS; or Retail Orders will be delivered at address in town on application forwarding their Monthly Requirements in writing direct to the RETAILERS at East Point.

For Delivery.

Policies issued for long or short period at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 27, 1887. 1223

## NOTICE.

THE Undersigned having been appointed Agents for his above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 25, 1887. 1204

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HOLIDAY, WISE & CO.

Hongkong, July 25, 1887. 1204

## Business Notices.

### LANE, CRAWFORD & CO.

J U S T R E C E I V E D .

### CHRISTY'S STRAW HATS

FITTED WITH

#### LANE, CRAWFORD & CO.'S VENTILATED PERMEATION-PROOF BANDS.

LANE, CRAWFORD & CO.

Hongkong, June 25, 1887. 1211

STAG HOTEL,  
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY LOCATED, WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDINGS PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN AT 1 O'CLOCK.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MANY LIQUORS OF THE VERY BEST QUALITY ONLY.



## THE CHINA MAIL.

This silk crop in the various districts is doing well and most of the worms have already commenced spinning. Two boxes of Hsiaoyi flature (Sangshu) arrived on 14th instant at the office of Mr Shibusawa at Yokohama. The Japanese silk merchants endeavoured to obtain high figures to establish a price for other silks, but buyers would not meet them and the goods were not sold. It is stated that two boxes of Yanzaki flature (Kuan) are on their way to Yokohama, and they will probably be about the same figure, \$670 to \$680.

According to the *Osaka Nippon*, Count Kishii Awa has lately sent in a memorial to a Minister of State, containing the following recommendations for the prosperity of his country. Some jealousy might be excited by the strict earing-out of the first, but the others are very safe, and go to shew that the ruling class is as fond of platitudes in Japan as in China:

1.—That natives of Satauna and Ghoshou should continue to govern the country, as they have shown themselves capable of upholding the glory of the Empire.

2.—That the finances should be economically administered, the experience of the Shogunate should be utilised.

3.—That public entertainments should not take place too frequently.

4.—That one foreign nation should not be favoured above another, and that friendly relations with China ought to be cultivated.

5.—That the former laws and customs of the Empire should not be altogether let sight of in the desire for innovation.

6.—That learning should be encouraged.

The *Japan Gazette* says:—The Hon. Alfred Lister, Postmaster-General of Hongkong, writes us concerning our recent statements upon the conduct of the postal authorities at Kobe in keeping the English mail for the Abyssinian at their port for about a week after its arrival, although several Japanese steamers left Kobe for Yokohama during that time. Mr Lister thinks we were too hard on the Kobe Post-Office and practically pleads *mea culpa*. Such magnanimity on the part of this much-abused official should not pass unrecorded. He stated that the Kobe postal authorities in all probability did not know that there were any mails for Yokohama on board the *Abyssinian* at that time, but that the Captain landed his mail at Kobe and said nothing about the other bags. As Mr Lister admits this might have been provided against by the Hongkong office sending the mails for Yokohama direct to Kobe, notifying the Kobe office that the mail was on board the *Abyssinian*, and asking them to send it on. But it appears that it never occurred to anyone in the Hongkong office that the pioneer ship of the new line, on her first voyage, was going to make more than the merest call at Kobe." Mr Lister regrets that the delay was not foreseen, but pleads that it is impossible to think of everything.

In the annual report of the Liverpool Chamber of Commerce thus far the following allusion to the subject of the proposed Chinese Postal Service:—Letters were recently addressed to the Chamber by the Shanghai General Chamber of Commerce, enclosing a copy of a circular which the Chinese Government proposed to make in the Postal System of the Treaty Ports. It was stated by the Chinese Postal Commissioner that the Chinese Government had resolved to extend the Customs Postal Service to all the Treaty Ports as a first step towards the establishment of a National Post Office. The Municipal Council of Shanghai had therefore been asked to close the local Post Office and its agencies. The Postmaster-General of Japan had also been asked to make similar concessions. The Government of Hongkong and the Japanese Government were disposed to grant the request of the Chinese Government, but the view taken by Shanghai was that until a National Postal System had been established by the Government of China for its own people, the time had not arrived to give up the Foreign Mail Services. It was resolved, therefore, that the Foreign Governments and Chambers of Commerce likely to be interested should be informed of this view. Your Committee, finding that firms here trading with China were not prepared to express an opinion on the subject, have, as far as not taken any action in the matter beyond making inquiries. The London Chamber, on being consulted, stated that it had not taken any action, "in view of the improbability of the Chinese Government being able to carry out its proposal."

A Naval Court of Enquiry was held at Yokohama on the 16th inst. at H. B. M. Consulate, before J. C. Hall, Esq., Acting Consul, Lieut. Stevin, H. M. S. *Cousteau*, and Captain Dick, Master of the British ship *Hilaria*, concerning the loss of the British steamer *Astor*, which was wrecked on a reef of the Island of Lisiansky running to the S. and W., about 800 miles from Honolulu, on 31st March last; the captain and crew having been brought on to Yokohama from Guam, by the British schooner *Beatrix*.

The *Astor* was an iron sailing ship, built at Govan in 1875 and belonging to the port of Ayr. It appears from the evidence given that she sailed from the port of Newgate N.W. on or about the 27th Feb. bound from San Diego, California, with a cargo of coals and a crew of 19 hands all English. All went well till the morning of 31st March, when the ship was at about 23° N. latitude and 170° W. longitude, and was steering a course N.E. by N. & N. (magnetic). At about 10.30 o'clock she suddenly struck on a reef about 6 or 7 miles distant from the island (Lisiansky) running to the S. and W., depth of water on it from 2 to 3 fathoms. The master, Gilmour, whose certificate of competency is No. 91,589, considers that the cause of the accident was inaccurate marking of his Chart, but the Court is of a different opinion. It appears from his own testimony that he had no sailing directions for the North Pacific amongst his books. Had he taken the ordinary precaution to provide himself with so indispensable a guide for the voyage he was prosecuting he would not have approached so closely to Lisiansky Island from which he had to sheet chart, but only a general chart of the North Pacific, published in 1883, on which later emendations and corrections had not been entered up. In a chart belonging to one of the members of the Court, published only a year later, three important corrections concerning the spot where the ship was lost are noted. The Court is therefore of opinion that the ship was not provided with proper charts for the voyage on which she was engaged and that the loss of the ship is primarily due to Captain Gilmour's neglect to provide himself with the proper sailing directions and charts. In all other respects his conduct, as well as that of the officers and crew, was free from blame, excepting what was done to save the ship after she struck. The Court is of opinion of the powers vested in it by Section XXIII of 28 and 29 Vic. C. 63, therefore orders that the Master's certificate of competency, No. 91,589, issued by the Board of Trade, be for the neglect aforementioned suspended for the period of six calendar months from this day, and the second mate's certificate be restored to him.

"The Holy War in Asia," is the heading of quite a number of newspaper articles just now. There is no holy war just yet, and won't until the Amir of Afghanistan issues order that the Master's certificate of competency, No. 91,589, issued by the Board of Trade, be for the neglect aforementioned suspended for the period of six calendar months from this day, and the second mate's certificate be restored to him.

## THE REGIMENT'S SWIMMING RACES.

The following is the result of the competitions held this afternoon:—

1st Race.—4 LENGTHS. Open to Lance-Corporals and Privates under 4 years' service. First prize, \$4; second, \$2; third, \$1.

Entered.—1st, Cooper; 2nd, Hancock; 3rd, Gibb. Time, 2m. 42sec.

2nd Race.—4 LENGTHS. Open to Lance-Corporals and Privates between 4 and 3 years' service. First prize, \$4; second, \$2; third, \$1.

Entered.—1st, Dodd; 2nd, Johnson; 3rd, Cox.

3rd Race.—4 LENGTHS. Open to Lance-Corporals and Privates over 3 years' service. First prize, \$4; second, \$2; third, \$1.

Entered.—1st, Phillips; 2nd, Lucas; 3rd, Garde. Time, 3m. 6sec.

4th Race.—4 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal under 7 years' service. First prize, \$4; second, \$2; third, \$1.

Entered.—1st, Ruby; 2nd, Emerton; 3rd, Leach. Time, 3m. 41sec.

5th Race.—2 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal over 7 years' service. First prize, \$4; second, \$2; third, \$1.

Entered.—1st, Corporal Wallace; 2nd, Corporal Rose; 3rd, Corporal Master. Time, 3m. 38sec.

6th RUNNING RACE FROM SPRING BOARD.

First Prize, \$4; second, \$2; third, \$1.

Entered.—1st, Potter; 2nd, Cooper; 3rd, Lieut. Brown.

7th—LONG RACE.—Round the Red Buoy and back. First prize, \$7; second, \$4; third, \$3; fourth, \$2.

Entered.—1st, Cooper; 2nd, Hancock; 3rd, Murphy. Time, 6m. 3sec.

## THE SETTLEMENT OF BORNEO.

## Sir FREDERICK WELD'S MISSION.

The *Strata Times* thus summarises the result of the mission of Sir Frederick Weld, Governor of the Straits Settlements, to Borneo. It is now a long time ago since the *Strata Times* first drew attention to the critical state of affairs in North Borneo, dating from the time of the late Sultan Abdul Rahman's death. Since then a great portion of the Kingdom of Brunei has been plunged into a state of the greatest political confusion. Rebellion, plunder and murder have devastated the Limbang and other rich districts surrounding Brunei proper, which the Government of the Sultan has been quite unable to suppress. Matters have further been complicated by the rivalry of the Sarawak and British North Borneo Governments, and we must add, the equivocal attitude of the Administrator of Labuan. It will be seen that Sir Frederick Weld's mission in dealing with such apparently hopeless confusions, and such currents of contending interests, on one or the other side, is of the highest difficulty, and it is very creditable to his honour that he has been so eminently successful in dealing with the North Borneo question, which predictions received a seeming verification when in a moment of panic and confusion the first China Fire Office was liquidated by its directors in the full tide of prosperity. The opportunity was promptly seized by other and more resolute hands to keep the lucrative fire insurance business in the possession of local shareholders, and the Hongkong Fire Insurance Company dates its career of almost unparalleled prosperity from the collapse of the China Fire. The rates of premium were considerably reduced, and the restrictions were greatly relaxed, but still the business has continued highly profitable, and in proportion to the local competition, gathering up the loose ends apparently destined to become more and more juntas of their prosperity, until now, throwing off all restraint, they have declared war *d'outrance* against them, much to the advantage of the general trade.

Of the profitable nature of fire insurance we may judge by the reports of the various offices which we see from time to time. We have now that of the London and Lancashire Fire Insurance Company, whose twenty-fifth annual meeting was held at Liverpool on the 26th April last. This company, by no means one of the largest, and a very young, has nevertheless so economised its earnings during its comparatively brief existence that its directors now declare that they are independent of further losses, as their investments of capital are sufficient to provide them with a dividend of 12 per cent. for the next ten years without incurring any risk. By restricting its dividend to 12 per cent., this company practically does nothing with its earnings but add them to its reserves, and thus improves the security of its customers.

This is all very well, but security may be overdone, and on the plea of giving perfect security most insurance offices both Fire and Life, have been able to tax the public an excessive degree, and it is quite time that the public should have their burdens diminished. The London and Lancashire's report shows:—Capital subscribed, £18,552,000; paid-up, £18,240; assets, £20,34,978. 2d.

The reference made above to the China Fire Office is somewhat calculated to mislead, as there can be no doubt that the existing China Fire Company has shared, with the Hongkong Fire Insurance Company, the prosperity which has generally attended such business since 1863. It is not quite accurate to state that "the first China Fire Office was liquidated" in a moment of panic and confusion! That Office was established in 1864 for a period of five years, and was wound up on the expiration of that term, according to the deed of settlement. For four years the premium collected totalled £451,000; and its losses during that time, owing to two or three heavy fires, amounted to Taels 315,924. But the best proof that could be offered that this form of business was not despised of, is the immediate formation of the present China Fire Insurance Company, which was established in 1868, and is still in existence.

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**WRECK OF THE ODER.**  
EXPERIENCE OF A PASSENGER.  
The following interesting description of the wreck of the S. S. Oder was written by one of the passengers, under date 1st June, while on board the Cyclops (the running boat) between Soeran and Adon, and was sent to the Cyclops Observer:

The Nord-Deutsche Lloyd's steamer Oder, of 3,558 tons, Captain Pfeiffer, left Colombo harbour at 10.45 a.m. on Tuesday, the 24th May, with a crew of 115 and 10 passengers in all, of whom Messrs. A. G. Low, J. R. Fairweather, and G. W. Carling, Mr. and Mrs. Reynolds and child, and Mr. and Mrs. Neale, had joined the ship at Colombo. The other passengers came from different parts of the East, British Bengal supplying an important contingent in Mr. Trewether (the Governor), Mr. Liss, a large land-owner and financial Pfeiffer, each with 2 children, came from Port Arthur. Dr. and Mrs. Paster (a family of Turks) some of whom were in Japan (where he had a member of the Staff), Australia and elsewhere. All had a somewhat heterogeneous company.

With a straining S. W. wind which veered to west at times, we had 1,833 miles by noon on Sunday about an hour early incident, only one gale and a collision steerage were sighted plus six days and hardly anything of interest occurred on board. On Sunday the wind freshened and we had the pitch of sea with a long swell. No rain fell and altogether it was delightful on deck. Everyone had good opportunities of making up and was in good spirits; this Cyclone man too had got well assimilated to German cookery while at first rather upset their delicate appetites. At night there was a small moon, and it was so jolly on deck that most of us turned in rather late.

At 3.40 a.m. on Monday a most unmistakable crunching sound brought everyone simultaneously from their bunks. The steamer was splutteringly lit throughout with electric light, as it took us but a few seconds to be on deck and to realize the position to the extent of our being hard and fast on the reef close to the port quarter, striking the rock on the port quarter and large breakers and visible rocks on the starboard. Whether the steamer would heel over or break up rapidly no one could say, but her readiness reassured most of us. After seeing the ladies and children dressed and on deck the men put on what they thought best for camping on a barren island and taking what sovereigns and valuables were handy. All the first-class passengers collected in the deck-house aft. The conduct of all, most especially ladies, was wonderfully calm, not a scream or shout of excitement was heard or seen. Very soon we found that the engine had put out the engine fire, but the electric light still kept on, though it was dim. Then we heard that soundings showed about 24 fathoms all round, and that the steamer was around from stem to stern, so unless we were on the top of a hard rock our position did not appear immediately dangerous. The stewards promptly brought cork jackets and then coffee and biscuits. Meantime of course the lifeboats were being got ready. Daylight came just as the electric light failed, and we could then see our position. We had struck at the east point of the island Socota (Ras Drestet) point, about 16 miles from land, between which and us the breakers were very bad; the steamer pointed nearly due north, and right ahead the sea appeared clear for about 200 yards from the side of the steamer and the reef extended nearly a mile further out. We had in fact run into a passage between rocks, and we felt very thankful that our position was no worse than it was. How we came there is another matter, and the Captain will no doubt have his say before the German Court of Admiralty. He had mentioned on Sunday that he was calculating on a northerly current of 8 miles and was steering direct for Socota. How well he succeeded we know to our cost! The reef was marked on the chart, but the night was clear, and the Captain was on the bridge at the time of the accident. He had evidently miscalculated the distance the steamer was from land, but the distance he had calculated on could not have left much margin for safety.

At 7 o'clock a boat manned by the third officer and four men put off to see whether landing was practicable. It passed safely through the passage and made for land on the seawards of the island (north-east), and, as we subsequently heard, a landing was effected. She then tried to return to the steamer and for hours was beating about outside the reef, evidently unable to make her way back through the passage by which she left or to get round to the passage by which the steamer came. She then made for the shore and was not seen by us after 1 o'clock.

We had breakfast and tiffin as usual and very lively meals they were. Everyone excepting the Baron (de L.) seemed in good spirits and the North Borneo officials were especially cheerful. The steamer, however, for the first time since leaving Colombo, by the presence of the Japanese Ambassador, who had quite as much at home on a wrecked ship as no doubt she will be in royal circles at St. Petersburg. We had a long discussion in the saloon to the probability of our future. The Governor thought we would have to stay either on board or ashore for 9 days till a vessel was sent to look us up. The more sanguine opinion was that within a couple of days a steamer would be sighted. Perhaps the balance of opinion was in favour of the 9 days, in view of the southerly course round Socota being the usual one. There as to landing or not, the majority were of opinion that we should leave the steamer next day in fear of her breaking up when the weather might be even worse and not having her impossible. Her position still remained quite unsalved, and at times one felt pretty confident that she would live out the S.W. monsoon. Then came a huge breaker right on to her stern with a tremendous thud, making the ship vibrate throughout, and at those times it did seem a bit doubtful if any ship ever built could keep on resisting such attacks for long.

At 4 a.m. a shot brought us to the port side of the ship, where we saw a man swimming through the breakers about a quarter of a mile off. The current was favourable and he rapidly neared us. Life-boats were thrown out with ropes attached, but before the man could reach them out of the sailors gallantly dived in from the steamer and swam with great resistance. Both men were rescued safely on board amidst loud cheering. The poor fellow had been 24 hours in water, the best of which was one of the crew having spent in trying to get ashore the second time. He reported that he and another made for the steamer, two made for land, whilst the fifth stuck to the boat.

We could not help thinking that some if not all the men of the crew were less fortunate, and we went to dinner with sad countenances. Almost before sitting down, a report was brought that a steamer had been sighted. The prostrate Baron was up and off deck like a shot, and the rest sat

## Mails.



STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MALTA, MARSEILLES, GIBRALTAR,  
BRINDISI, VENICE, TRIESTE,  
AND LONDON;

ASIA,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N. B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
from SUMATRA, from which also can  
be taken on through Bills of Lading.

THE FRANCIA AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
ANCONA, Captain J. P. BASSAL, with  
Her Majesty's Mail, will be despatched  
from this for London, via SUZU  
CANAL and usual Ports of Call, on  
THURSDAY, 30th June, at 4 p.m.

Cargo will be received on board until  
10 a.m. on the day of sailing.

Packets and Goods (Gold) at the Office  
of the Company's Steamship  
ANCONA, Captain J. P. BASSAL, with  
Her Majesty's Mail, will be despatched  
from this for London, via SUZU  
CANAL and usual Ports of Call, on  
THURSDAY, 30th June, at 4 p.m.

At 5 next morning everyone was on deck  
in a cork jacket and holding on small  
bundles of cloths etc. that they had to  
leave behind, as these had to be  
abandoned and the greater part of us left  
just our bare clothes and tooth-brushes.

The first boat took off all the ladies and  
children and was soon clear of the breakers.

Boat after boat followed quickly and each  
left, there were still the Captain and about

20 of the crew on board. To take these off  
the first officer with a crew and eight sailors  
came back from the Cyclops (as our  
deliverer proved to be). They had a tre-  
mendous pull against the wind, waves and  
current, but were successful, and at 8 a.m.  
the last man aboard the Cyclops was also  
taken off and two dogs of the Captain were also  
left.

To say we were glad to be safely on board  
is to use a mild expression. It is almost impossible to realize the nar-  
rowness of our escape. Had we struck a  
few hundred yards further out the steamer  
would probably have been in pieces  
the same day, and had we not been sighted  
by the Cyclops we should have been  
obliged to try a landing-to-day, as owing to  
the tanks having been submerged there were  
not enough day's water supply for 171 souls  
on board!

To say we were glad to be safely on board  
is to use a mild expression. It is almost impossible to realize the nar-  
rowness of our escape. Had we struck a  
few hundred yards further out the steamer  
would probably have been in pieces  
the same day, and had we not been sighted  
by the Cyclops we should have been  
obliged to try a landing-to-day, as owing to  
the tanks having been submerged there were  
not enough day's water supply for 171 souls  
on board!

The Captain, two Engineers for H. P. H.  
Prince Frederick Leopold which could not  
have been beheaded, and the only living  
monkeys who climbed aloft.

Passenger's desire of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

E. L. WOODIN,  
Acting Superintendent  
P. & O. S. N. Co.'s Office,  
London, June 20, 1887. 1163

U. S. MAIL LINE,  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be despatched  
from San Francisco, via Yokohama, on  
THURSDAY, the 30th June, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Passengers—Passengers who  
have paid full fare re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan  
for safety.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Offices  
in Sealed Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 54, Queen's Road Central,

C. D. HARMAN,  
Agent.

Hongkong, June 21, 1887. 1168

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,  
2,553 Tons Register, PAIGE, Com-  
mander will be despatched for VAN-  
COUVER, B.C., via KOBE AND  
HOKKAIDO, on TUESDAY, the 12th July, at  
3 p.m.

To be followed by S.S. ABYSSINIA,  
on the 26th July, and S.S. PARTHIA,  
on the 19th August.

These steamers, formerly in the CUNARD  
Service, lately refitted New Engines and  
Boilers, and can maintain a speed at sea  
from 13 to 14 knots.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco by the regular Steamers of the  
PACIFIC COAST SHIPMENT COMPANY.

The attention of those passengers is  
drawn to the fact of the Canadian Pacific  
Railway being the best built and most  
splendidly equipped line ever constructed  
on the American Continent, and especially  
adapted for Summer travelling.

Consular Invoices for Goods to United  
States points should be made out in quad-  
uplicate, and addressed to Mr. D. E.  
Brown, District Freight Agent, Vancouver,  
B.C., and sent to us.

Freight will be received on board until  
4 p.m. the day previous to sailing.

All Posts must be sent to our Office  
and should be marked to address in full,  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to

ADAMSON, BELL & CO.,  
Agents.

Hongkong, June 22, 1887. 1165

NOW READY.

THE REVENUE OF CHINA.

A. SERIES OF ARTICLES,  
Reprinted from "The China Mail".

WITH APPENDIX.

THIS PAMPHLET is Now Ready,  
and may be had at the

OFFICES OF THE LATER

Messrs. LEE, JEFFORD & CO.,

Messrs. KENNEDY & WALSH,  
And Mr. W. BREWER.

Hongkong, June 23, 1887. 50 Cents.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
	2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
	3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kele's Island to North Point.
	4. From Harbour Master's to the P. & O. O. C. Office.	10. Kowloon Wharves.
	5. From P. & O. C. Office to Poddar's Wharf.	11. Jardine's Wharf.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

## WHAMPOA.

Vessel Name.	Flag & Rig.	Destination.
Bonny	Brit. str.	
E. J. Spano	Brit. bqr.	
Fishun	Chi. str.	Hongkong
Kung-pai	Chi. str.	Shanghai
Kut Sung	Brit. str.	
Ningpo	Brit. str.	Shanghai
Yangtze	Brit. str.	

## AMOY.

In port on June 21, 1887.	MERCHANT STEAMERS.
Angers	British
Dauters	German
Formosa	British
Glenashiel	British
Hoihow	British
Ingraham	German
Leesang	British
Monmouthshire	British
Nanking	British
Name	British

## MERCHANT SAILING VESSELS.

Bohn	Brit. sch.




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